COUNTRY East Germany	REPORT	
TOPIC Neuruppin Airfield		25 X 1
		25X
EVALUATION PLACE OBTAINED		25X1
DATE OF CONTENT_ DATE OBTAINED REFERENCES	7 February 1955	25X1
REMARKSENCLOSURES (NO. & TYPE)1 - ske	tch with legend	
	ED Information	
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- 1. The following air activity and aircraft were observed at Neuruppin airfield 25X1 between 23 December 1954 and 8 January 1955:
 - 23 December. Between 1000 and 1500, there was air activity by 5 or 6 MiG-15s or U-MiG-15s which individually took off at short intervals and headed northeast at an altitude of about 800 meters. The aircraft returned after 30 to 35 minutes and landed at the field. They again took off 10 to 15 minutes after the landing. The aircraft were presumably involved in an army exercise because heavy gun firing was heard in the vicinity of Neuruppin.
 - 30 December. Between 1015 and 1500, 4 MiG-15s or U-MiG-15s flew individually at an altitude of about 800 meters, disappeared from view and landed after about 30 minutes.
 - 31 December 146 8 January. There was no air activity except on 3 January between approximately 1800 and 2200, when individual night flights were made by MiG-15s or U-MiG-15s in the vicinity of the field. On 8 January, 2 MiG-15s or U-MiG-15s were parked on the eastern hardstand of the runway. A total of 24 swept-back jet fighters were seen in the southeastern corner of the landing field. 1
- 2. The Kniferest-type radar set was still observed in the southeastern corner of the field. On 8 January, a single-mast radio installation was observed for the first time about 20 meters from the northwestern corner of the officers club. The mast was about 10 meters high and braced by several guy wires. 2
- On 8 January, the two fork-shaped frames were seen opposite each other on the previously reported lowation. The superstructures shaped like dipoles were about 1 meterspart at the ends of the rods. No cable connection was seen. The ground frame and the bow at the rear section of the device consisted of steel rods presumably 35 mm in diameter. The ground frame had the shape of a triangle and was fitted with 2 wheels at the rear ends and a spike at the front. The braced middle section of the device seemed to be made of profile iron. The 25X1 dipole support was apparently constructed of 2 parallel rods 15 mm in diameter, while the dipole-like and prismatis bar on top was apparently about 1.5 meters long. The cross section of the bar was 50 to 60 mm long. It could not be determined of which material the bar was made.

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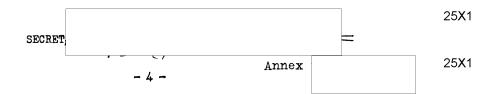
SECRET;	25 X 1
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Air activity and aircraft observed at Neuruppin airfield between 24 Decemb 1954 and 16 January 1955:	25X1
24 December. No air activity was observed. At 1600, jet engines were hear running for short periods of time.	rd
25 December. Between 1030 and 1230, local flights were made by MiG-15s or U-MiG-15s which took off individually.	r 25 X 1
26 to 28 December. No air activity was observed.	
29 December. Between 0930 and 1500, individual MiG-15s or U-MiG-15s practifiring at ground targets in the northwestern section of the landing field.	
30 December. At 0845, individual take-offs were made for flights over the Only one aircraft was aloft at a time. After the landing, the next aircraft off and also remained aloft for about 35 minutes. Air activity was discontinued at about 1500. A total of 25 MiG-15s or U-MiG-15s and 2 Yak-11s were counted on the field.	
31 December to 2 January. No air activity was observed.	
4 January. A MiG-15 or U-MiG-15 took off at 1400 and a swept-back jet figwas seen landing at 1415.	ghter
5 January. Between 1000 and 1400, high-altitude flights were made by 4 on MiG-15s or U-MiG-15s. Some of the take-offs were made in elements two. The landings were made individually. A MiG-15 took off at 1730	25X1
landed at 1745.	
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7 to 11 January. No air activity was observed. 12 January. Modividual 216-15s or U-Mie-15s took off and fired 25 gravate targets. The aircraft approached the area of the targets from an altitude about 1,500 meters and came down to about 600 meters. In addition to air-signound firing, flights were made in elements of two at an altitude of about 3,000 meters. Air activity discontinued at about 1630. 13 January. A MiG-15 or U-MiG-15 made individual local flights between 10 and 1145. 15 January. At about 1200, a MiG-15 or U-MiG-15 and a Po-2 made local flights between 10 minutes. The aircraft assembled in formations of four and subseque in one wedge formation. They practiced flying in wedge formation for about minutes. The formation of aircraft dispersed while the leading formation ahead and the two other formations flew to the right and left side. The informations of 4 aircraft flew in wedge formations. After flying for about minutes at an altitude of about 5,000 meters, the aircraft landed individual the whele exercise lasted for 42 to 45 minutes. All of the aircraft involved.	25X1 25X1 of to- at 25X1 ights. 1 n ently t 8 flew ndividual 15 mally. ved were
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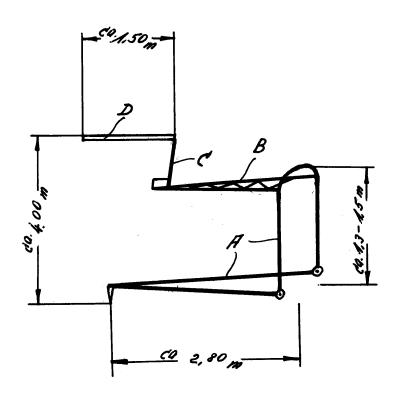
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7•	A Kniferest-type radar set was located 100 meters north of the flight control station. A mast about 8 meters high was seen near the set. 2	
8.	Between 9 and 16 January, an unidentified device of 2 frames was seen near the gap in the fence surrounding the airfield. No cable connection was observed.	
9•	Between 9 and 15 January, some Soviet flying officers wearing fur-lined flying suits and carrying maps were seen coming from the direction of the Schuetzenhaus, passing along the northwestern corner of the cemetery and prodeeding toward the airfield. It could not de determined which building the officer left.	
1.	Comment. Neuruppin airfield is still occupied by a fighter regiment. Instruction flying for the exchanged personnel was intensified. Formation	25 X 1
	flights of 42 to describe were made by MiG-15 or V-MG-15 than fitted with auxiliary fuel tanks. This flight time is matter high because the aircraft had to retain a fuel reserve for the landing. MiG-15 was reported for the first time, while the other aircraft have repeatedly been observed in Neuruppin.	25X1 25X1 25X1
2.	Comment. The single-mast radio installation near the repeatedly reported Kniferest-type radar set in the montheastern corner of the landing field was reported for the first time.	25X1 25X1
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•	technical purpose of the device has not been confirmed so far.	25X1
	For sketch of device, see Annex.	-25 X 1
4•	Comment. It has previously been assumed that a small liaison unit of the army headquarters in Fuerstenberg is quartered in the Schuetzenhaus.	25X1
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Unidentified Device Observed at Neuruppin Airfield



Legend

- A Frame consisting of ground section with 2 wheels and 1 spike and bow section
- B Braced middle section
- C Dipole support
- D Dipole-like bar

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REMARKS				
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				25X1

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 - 23 December. Between 1000 and 1500, there was air activity by 5 or 6 MiG-15s or U-MiG-15s which individually took off at short intervals and headed northeast at an altitude of about 800 meters. The aircraft returned after 25X1 50 to 35 minutes and landed at the field. They again took off 10 to 15 minutes after the landing. The aircraft were presumably involved in an army exercise because heavy gun firing was heard in the vicinity of Neuruppin.
 - 30 December. Between 161, tax 1500, 4 MiG-1s or U-MiG-15s flew individually at an altitude of about 800 meters disappeared from view and landed after about 30 minutes.
 - 31 December to 8 January.

 between approximately 1800 and 2200, when into idual night flights were made
 by MiG-150 or U-MiG-15s in the vicinity of the field on 8 January, 2 MiG-15s
 or U-MiG-15s were parked on the eastern hardst hd of the runway. A total of 24
 swept-back jet fighters were seen in the south astern corner of the landing
 field.
- 2. The Kniferest-type radar set was still observed in the southeastern corner of the field. On 8 January, the standard installation was observed for the first time about 20 leters from the northwestern corner of the officers club. The mast was about 10 meters high and braced by several guy wires. 2
- 3. On 8 January, the two fork-shaped frames were seen opposite each other on the previously reported location. The superstructures shaped like dipoles were about 1 meterspart at the ends of the reds. No cable connection was seen. The ground frame and the bow at the rear section of the device consisted of steel rods presumably 35 mm in diameter. The ground frame had the shape of a triangle and was fitted with 2 wheels at the rear ends and a spike at the front. The braced middle section of the device seemed to be made of profile iron. The dipole support was apparently constructed of 2 parallel rods 15 mm in diameter, while the dipole-like and prismatic bar on top was apparently about 1.5 meters long. The cross section of the bar was 50 to 60 mm long. It could not be determined of which material the bar was made.

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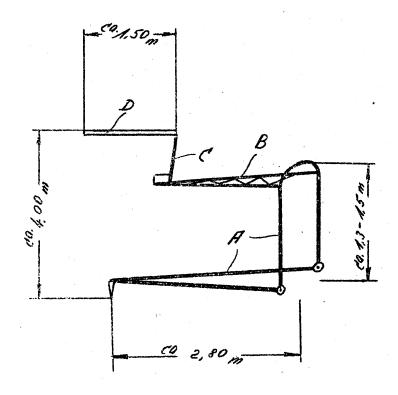
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4.	Air activity and aircraft observed at Neuruppin airfield between 24 December 1954 and 16 January 1955:	25X1
	24 December. No air activity was observed. At 1600, jet engines were heard running for short periods of time.	
	25 December. Between 1030 and 1230, local flights were made by MiG-15s or U-MiG-15s which took off individually.	
	26 to 28 December. No air activity was observed.	
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	A MiG-15 took off at 1730 and landed at 1745.	25X1
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	13 January. A MiG-15 or U-MiG-15 made individual local flights between 1030 and 1145.	25 X 1
	15 January. At about 1200, a MiG-15 or U-MiG-15 and a Po-2 made local flights 15 January. At 1000, 12 MiG-15s or U-MiG-15s took off individually and in elements of two. The aircraft assembled in formations of four and subsequently in one wedge formation. They practiced flying in wedge formation for about 6 minutes. The formation of aircraft dispersed while the leading formation flew ahead and the two other formations flew to the right and left side. The individuality formations of 4 aircraft flew in wedge formations. After flying for about 15 minutes at an altitude of about 5,000 meters, the aircraft landed individually The whole exercise lasted for 42 to 45 minutes. All of the aircraft involved we not fitted with auxiliary fuel tanks. It 1020, a Li-2 landed at the field.	dual
	16 January. No air activity was observed.	
5.	On 30 December 1954 and 3 January 1955, the unidentified device consisting of frames was observed at its previous location. No cable connection could be seen. 3	2
6.	The following airactivity was observed at Neurupain airfield between 9 January and 15 January 1955:	25X1
	9 January. No air activity was observed.	
	14 January. Some MiG-15s or U-MiG-15s, made local flights.	25X1
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	NOPORI	25X1
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7.	A Kulfer st-type radar set was located 100 meters north of the flight control station. A mast about 8 meters high was seen near the set. 2	
8.	Setween 9 and 16 January, an unidentified device of 2 frames was seen near the gap in the fence surrounding the airfield. No cable connection was observed.	
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1.	Comment. Neuruppin airfield is still occupied by a fighter regiment. Instruction flying for the exchanged personnel was intensified. Formation	25X1
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		25X1

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SECRET Annex

Unidentified Device Observed at Neuruppin Airfield



Logend

- A Frame consisting of ground section with 2 wheels and 1 spike and bow section
- B Braced middle section
- C Dipole support
- D Dipole-like bar

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